

**TAHOE TRANSPORTATION DISTRICT (TTD)
INCLINE VILLAGE MOBILITY COMMITTEE**

Meeting Agenda

**Incline Village Library
845 Alder Avenue
Incline Village, NV**

**July 31, 2023
5:30 p.m.**

The Tahoe Transportation District Incline Village Mobility Committee meeting will be physically open to the public at the Incline Village Library. In accordance with California and Nevada law, Committee members may be teleconferencing into the meeting via GoToWebinar and in accordance with requirements under California Government Code section 54953(f). Members of the public may observe the meeting and submit comments in person at the above location or via GoToWebinar.

Committee members: Alexis Hill-Chair, Andy Chapman, Cindy Gustafson,
Carole Black, John Crockett, Wendy Hummer

To register for the TTD Incline Village Mobility Committee Meeting go to:
<https://attendee.gotowebinar.com/register/5629122834447528279>

After registering, you will receive a confirmation email containing information about joining the
webinar.

Members of the public may provide public comment by sending comments to the Clerk to the Board by email at jallen@tahoetransportation.org. Please note which agenda item the comment pertains to. Comments will be distributed at the meeting and attached to the minutes of the meeting. All comments should be a maximum of 500 words, which corresponds to approximately three minutes of speaking time. Comments for each agenda item should be submitted prior to the close of that agenda item.

Any member of the public who needs accommodations should email or call Judi Allen who will use her best efforts to provide reasonable accommodations to provide as much accessibility as possible, while also maintaining public safety in accordance with TTD's procedure for resolving reasonable accommodation requests. All reasonable accommodations offered will be listed on the TTD website at tahoetransportation.org.

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Committee may combine two or more items for consideration. The Committee may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. CALL TO ORDER AND ROLL CALL

- A. Roll Call and Determination of Quorum
- B. *For Possible Action:* Approval of Agenda for July 31, 2023
- C. *For Possible Action:* Approval of Minutes of June 26, 2023

Page #1

II. PUBLIC INTEREST COMMENTS

All comments are to be limited to no more than three minutes per person for non-agendized items. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

III. DISCUSSION ITEMS

Page

- A. *For Possible Action:* Discussion on Site Analysis and Site Selection Process for the Incline Village Mobility Hub Project

8

IV. DISTRICT MANAGER REPORT

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

This portion of the agenda is for members to make requests for future agenda items or to make a brief report about personal activities without further deliberation by the committee, although any member may request an item to be placed on a future agenda in response to such remarks.

VI. PUBLIC INTEREST COMMENTS

All comments are to be limited to no more than three minutes per person for non-agendized items. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

VII. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

This notice and agenda has been posted at the TTD office and at the Stateline, Nevada post office. The notice and agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office and the North Tahoe Chamber of Commerce and on the TTD website: www.tahoetransportation.org.

For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given at least three working days before the meeting by posting a copy of this agenda at the principal office of TTD and at three other separate, prominent places within the jurisdiction of TTD not later than 9 a.m. of the third working day before the meeting.

Written notice of this meeting has been given by providing a copy of this agenda to any person who has requested notice of the meetings of the Committee. Such notice was delivered to the postal service used by the Committee not later than 9 a.m. of the third working day before the meeting for transmittal to the requester by regular mail, or if feasible for TTD and the requester has agreed to receive the public notice by electronic mail, transmitted to the requester by electronic mail sent not later than 9 a.m. of the third working day before the meeting.

Supporting materials were provided to any person requesting such materials and were made available to the requester at the time the material was provided to the members of the Committee or, if provided to the members of the Committee at the meeting, were made available to the requester at the meeting and are available on the TTD website: www.tahoetransportation.org. Please send requests for copies of supporting materials to Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT
INCLINE VILLAGE MOBILITY
COMMITTEE MEETING MINUTES
June 26, 2023**

Committee Members in Attendance:

Alexis Hill, Washoe County
Carole Black, Public Member
John Crockett, Public Member
Wendy Hummer, Public Member

Committee Members Absent:

Andy Chapman, TNT-TMA
Cindy Gustafson, Placer County

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Judi Allen, Tahoe Transportation District

I. CALL TO ORDER AND GENERAL MATTERS

A. Roll Call and Determination of Quorum

The meeting of the Committee was called to order by Ms. Hill at 5:36 p.m. at the Incline Village Library and via GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the Committee.

B. Approval of Agenda for June 26, 2023

Motion/second by Mr. Crockett/Ms. Hummer to approve the committee agenda for today's meeting. The motion passed unanimously.

C. Approval of Minutes for May 22, 2023

Motion/second by Ms. Hummer/Mr. Crockett to approve the committee minutes. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

Aaron Vanderpoole stated his neighborhood is declining due to noisy vehicles; he's almost been hit by cars speeding by and wants to take the old elementary school off the list.

Doug Flaherty on behalf of Tahoe Clean Air.org stated the meeting appears to be in violation of the Nevada Open Meeting Law and questioned whether the use of the school as construction storage is properly permitted.

Margaret Martini asked why TTD doesn't think they have to comply with the parameters of what can be done on the property and was an environmental impact study done on the property and requested a copy of it.

III. DISCUSSION ITEMS

A. Presentation and Discussion on Site Analysis, Project Concepts, and Site Selection Process for the Incline Village Mobility Hub Project

Mr. Hasty reviewed this item. Ms. Hill asked about looking at 948 Tahoe Blvd., the old realtor office. Ms. Hummer asked about the parking lot across from the Big Water Grill. Ms. Black stated it would be helpful to leave open the door regarding the criteria and suggested looking at properties of a three-quarter acre, as well as using eminent domain. Ms. Black also asked how we could accelerate the development of intercepts of private vehicles prior to arrival. Ms. Hill also suggested looking at 865 Tahoe Blvd., as well as UNR. Ms. Black noted the literature she read did not have housing co-located with transit centers.

Bruce McNulty stated not to pave more for the cars and there's only two practical sites of acreage for a transit center.

Aaron Vanderpoole would like to see some transparent and accountable record of talking to private land owners regarding possible locations and should look at the Hyatt.

Helen Neff asked how the determination of two to three acres was arrived at and stated there should be buses going around the lake and the neighborhoods should have microtransit.

Doug Flaherty stated it's shameful the lack of leadership in the scores to not include an environmental impact score and public safety score.

Margaret Martini stated no one has spoken to fire evacuation and that needs to be addressed primarily and Kings Beach is a much more reasonable location for this hub. She added Ms. Hill shouldn't be on both the TRPA and TTD Boards.

Ms. Black stated the evacuation planning that has been shared makes her very anxious.

Kathie Julian asked why discussions aren't being held with Northstar and Mt. Rose for use of their parking lots in the summer, that there is the need to understand the neighborhood, and acceptability to the community should be a criteria.

Ronda Tycer stated there has been unwavering opposition to the old Elementary School and she is disappointed with the process.

Melissa Horton stated she is seeing dollar signs that could enhance the community and welcomes a mobility hub.

Ann Nichols, North Tahoe Preservation Alliance, stated TRPA's Stewardship Plan wants to tax their property for the T-bid to support transit and there is a need to look at the whole picture.

Action Requested: For Possible Action

IV. DISTRICT MANAGER REPORT

Mr. Hasty reported the District is responding to Mr. Flaherty request.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Mr. Crockett stated he agrees with the comments of the importance of developing hubs outside the Basin.

Ms. Black suggested limiting the number of cars coming into the Basin with all the construction on the road this summer and reduce the East Shore Express.

VI. PUBLIC INTEREST COMMENTS

Aaron Vanderpoole stated it's a chicken and egg thing – do you create reasons for people to drive to Lake Tahoe or fix the transportation thing first.

Doug Flaherty urges TTD to suspend the East Shore Express and warn the users of the wildfire perils and need to do a roadway by roadway evacuation capacity evaluation.

Margaret Martini stated you can't assume that someone that comes can get to Sand Harbor and no action should be considered.

Ann Nichols stated the need to figure out the capacity in the Basin.

Kathy Julian asked when the survey results would be made available.

Melissa Horton suggested if the mobility hub is located at the school, residents should get free parking in order to get their cars off the street and disallow on-street parking.

VII. ADJOURNMENT

The meeting adjourned at 7:01 p.m.

Respectfully Submitted:

*Judi Allen
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

(The above meeting was recorded in its entirety, anyone wishing to listen to the aforementioned tapes, please contact Judi Allen, Clerk to the Board, (775) 589-5502.)

Memorandum

To: Tahoe Transportation District & HDR, Inc.









From: Derek Kirkland, AICP
Principal Planner – Wood Rodgers, Inc.

Date: June 26, 2023

Re: Draft Incline Village Mobility Hub Site Analysis Criteria

The purpose of this memorandum is to establish final screening criteria for the Incline Village Mobility Hub site location. Table 3-1 below was provided in the Incline Village Mobility Hub Data Review and Context prepared by HDR, Inc. dated January 20, 2023.

Table 3-1: Screening Criteria Categories

	Criteria	General Description
	Transit System Score	Consider how well integrated the location is with respect to the existing transit network.
	Transit Propensity Score	Overlay various points of mobility data to understand locations with high mobility needs and potential transit demand.
	Recreational Access Score	Consider the proximity and ease of connection to recreational amenities for locals and visitors.
	Key Destination Score	Examine the location's proximity and ease of connection to significant destinations, services, and activity centers.
	Walkability Score	Analyze the extent of the surrounding sidewalk and trail networks connecting to the potential location.
	Bikeability Score	Analyze the extent of the surrounding bike network (on the street and multi-use trail) connecting to the potential location.
	Road Safety Score	Examine crash data (or other relevant data) in proximity to mobility hub locations.
	Property Size Score	The location meets the minimum square footage to accommodate the mobility hub program and allow for future growth.

In addition to the criteria identified in Table 3.1 on the previous page the following additional development constraints will also be analyzed during the site selection process:

- Land Ownership: Are the owners of the proposed parcel(s) willing sellers? A land swap may be another option that will be explored as TTD owns the old Incline Elementary School site. This is the most critical criteria that will be analyzed. If acquisition or a land swap is not a viable option, the proposed site will not be carried forward through further analysis.
- Zoning to accommodate a Public Facility: Land Use and Zoning should be able to accommodate a mobility hub, which per the Washoe County Tahoe Area Plan and applicable zoning code requirements the mobility hub would be considered a public facility and an allowed use for all zoning designations with a TRPA Special Use Permit. Further analysis of this criteria will be required to determine the entitlement process.
- Site Access: When considering access guidelines, common concerns include line of site, slope, vehicle traffic, emergency and transit vehicle circulation, as well as bike and pedestrian access. Although sites identified with access issues could be addressed through engineered solutions and onsite mitigation, a site would be considered more desirable if there were no access issues present.
- Environmental Constraints: Sites with the less environmental constraints would be considered more desirable. This would include impacts to sensitive areas such as Stream Environment Zones (SEZ), contaminated areas that would require extensive mitigation, or would have impacts to sensitive and/or cultural resources as identified by the National Environmental Policy Act (NEPA) or the Tahoe Regional Planning Agency (TRPA).
- Topography and Land Capability: This considers the slope and land classification identified by TRPA of the land. Sites that are relatively flat, already disturbed or have coverage, or don't require any major grading would be considered more desirable.
- Access to Existing Infrastructure: This considers the availability of utilities and roadways to serve a future site. Sites that have access to existing infrastructure with minimal improvements would be considered more desirable.

To date the following sites have been identified to be analyzed under the criteria above and are also identified in the attached vicinity map:

<u>Site</u>	<u>Potential Usable Area</u>	<u>APN</u>	<u>Master Plan/Zoning</u>	<u>Ownership</u>
Old Gas Station	±2.5 acres	122-128-07 / Public Right of Way	Residential, Crystal Bay Condominiums, Special Area	Private – Village Springs, LLC / Public – Right of Way
Washoe County Sherriff Substation	±1.5 acres	124-032-36	Residential, Wood Creek, Special Area	Public – Washoe County
Old Incline Elementary School	±4 acres (Overall Site ±6.5 acres)	132-201-02	Mixed-Use, Incline Village Commercial	Public - Tahoe Transportation District
Old Incline Library	±1 acre	132-020-05, 132-020-23	Mixed-Use, Incline Village Commercial, Special Area	Public – Washoe County
Old Ponderosa Ranch Parking Area	±8 acres	130-302-19, 20, 21, 22, 23, 24, 25, & 26	Mixed-Use, Ponderosa Ranch, Special Area	Private – Ponderosa Ranch, LLC

Prior to analyzing the sites above, a minimum property size will be determined based on parking needs identified in the Washoe County Tahoe Area Plan, Washoe County Tahoe Transportation Plan, TRPA Regional Transportation Plan, SR 28 Corridor Management Plan, and other planning efforts including this process. Transit circulation, bike and pedestrian circulation, as well as best practices for typical amenities within mobility hub projects will also be used in determining a minimum property size. It may be possible to utilize a combination of sites which will also be explored as part of this process.

For a local reference: The Tahoe City Transit Center is about 4 acres and includes approximately 140 parking spaces. Actual facilities are about 2.5 acres with the transit center at 0.75 acres and the parking area at about 1.5 acres.

Attachments:

A. Proposed Site Vicinity Map



MEMORANDUM

Date: July 26, 2023

To: Tahoe Transportation District (TTD) Incline Village Mobility Committee

From: TTD Staff – George Fink, Transportation Services Director

Subject: Discussion on Site Analysis and Site Selection Process for the Incline Village Mobility Hub Project

Action Requested:

It is requested the Committee hear the report on site analysis and the site selection process for the August 14 Open House and provide input.

Fiscal Analysis:

All expenditures associated with this item for the fiscal year are in the approved FY24 budget. Staff time is currently being billed to Transit. Funding sources include \$202,350 of Surface Transportation Block Grant funds and \$10,650 in Transportation Development Act funds. The HDR agreement is for \$200,000. The additional funds currently set aside will be needed for the mailers, phone line, and other items as outlined in the plan.

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY24 work program, with corresponding allotted staff time. This project aligns with TTD's Strategic Goal SG-3 - Increase the connectivity and reliability of a regional multi-modal transit system around the Basin.

Background:

At the June 2023 meeting, the Committee reviewed and discussed the date and presentation materials for the Incline Village Mobility Hub Open House. Much of the Committee discussion focused on the presentation and interpretation of the survey data and sought additional information on other potential sites. The Committee also selected August 14 from 4:00pm to 7:00pm as the date for the Open House to share potential site locations and scoring with the public.

Discussion:

Staff have collected feedback from the public and stakeholders and identified the following potential sites for evaluation. This list is not meant to be definitive, but rather representative of the suggestions from the public and stakeholders.

- Orbit Station
- Sheriff Office
- Old Elementary School
- Old Library
- 865 Tahoe Blvd.
- 948 Tahoe Blvd.
- UNR Tahoe Campus
- Ski Way
- Ponderosa Parking Lot

A map of these sites is attached to this report as Attachment A.

There are too many sites to conduct a full analysis of each. Screening criteria were developed to help identify the advantages and disadvantages of each site. The purpose of the screening criteria is to narrow the focus to a few or one site for in-depth evaluation before a final decision.

The proposed screening criteria include:

- Transit System
- Transit Propensity
- Recreation/Key Access
- Walkability
- Bikeability
- Road Safety
- Property Size
- Land Ownership
- Land Zoning
- Site Access
- Environmental Constraints
- Topography and Land Capability
- Access to Existing Infrastructure

Additional information can be found in the materials in Attachment A.

The Open House on August 14 will provide an opportunity for the community and stakeholders to learn more about the potential locations, the suitability of the locations, and how that is determined through scoring criteria. More can be learned about the Open House by reviewing Attachment B. The results will culminate in a Concept and Site Assessment Report.

The Incline area is not the only community or location identified for a mobility hub. Additional mobility hub areas have been identified in the region to compliment an Incline connection, including at the intersection of US 50 and State Route (SR) 28, Kings Beach, Truckee, US 50 in Carson City, and other locations at the south end of Lake Tahoe, as part of a larger transit network to provide community connections and transfer points to people traveling to destinations within and outside of Lake Tahoe.

Staff and the consultant team will present work to date on the locations for Committee and public input.

Additional Information:

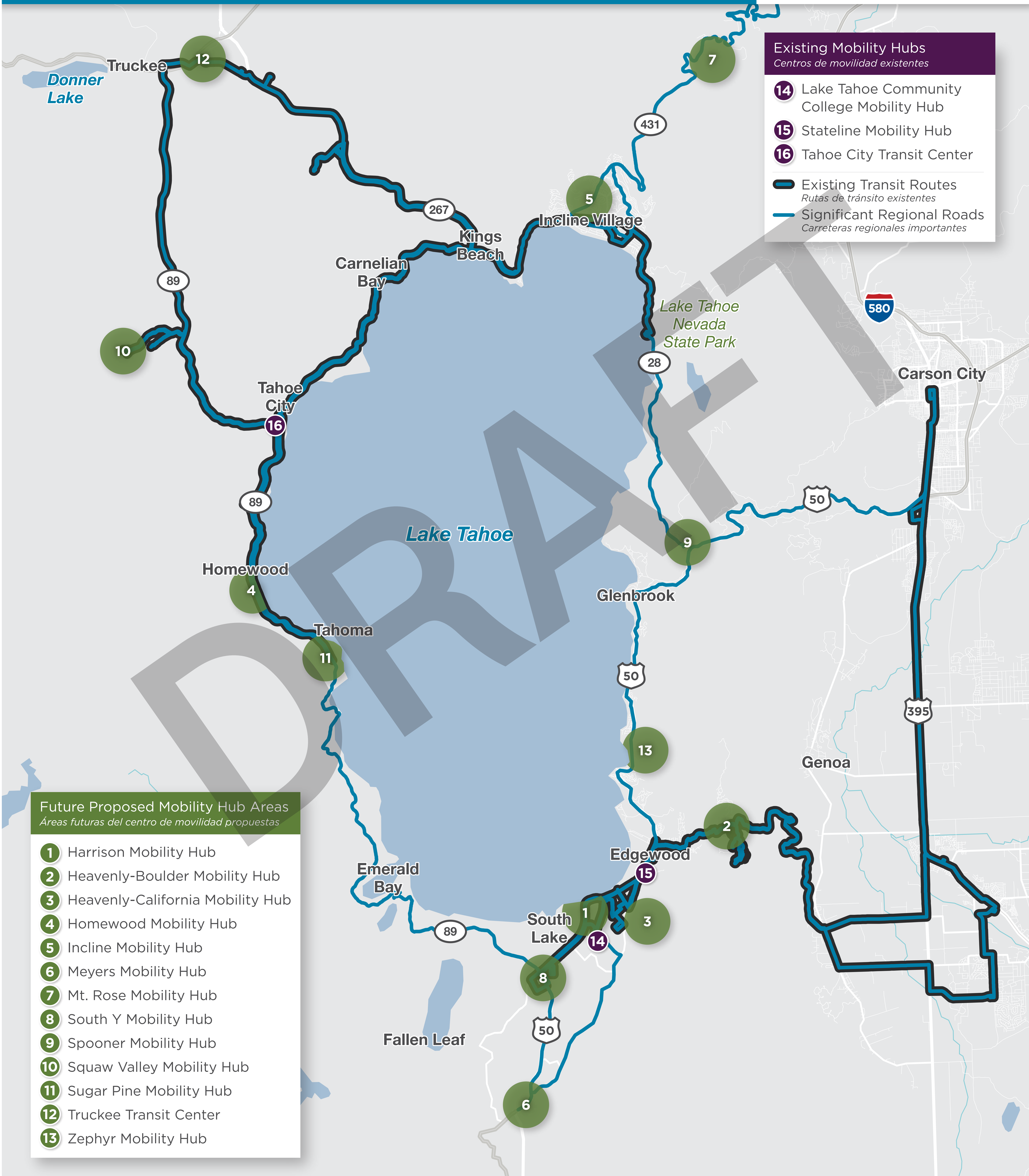
If you have any questions or comments regarding this item, please contact George Fink at (775) 589-5325 or gfink@tahoetransportation.org.

Attachments:

- A. Presentation on Potential Site Locations and Scoring Criteria
- B. Incline Village Mobility Hub Open House Planning Schedule

Key Regional Corridors Throughout the Tahoe Basin

Corredores regionales clave en toda la Tahoe Basin



Existing Mobility Hubs
Centros de movilidad existentes

- 14** Lake Tahoe Community College Mobility Hub
- 15** Stateline Mobility Hub
- 16** Tahoe City Transit Center

Existing Transit Routes
Rutas de tránsito existentes

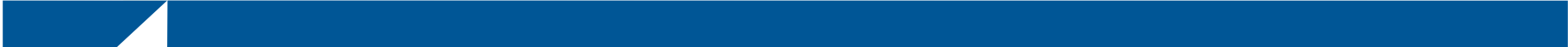
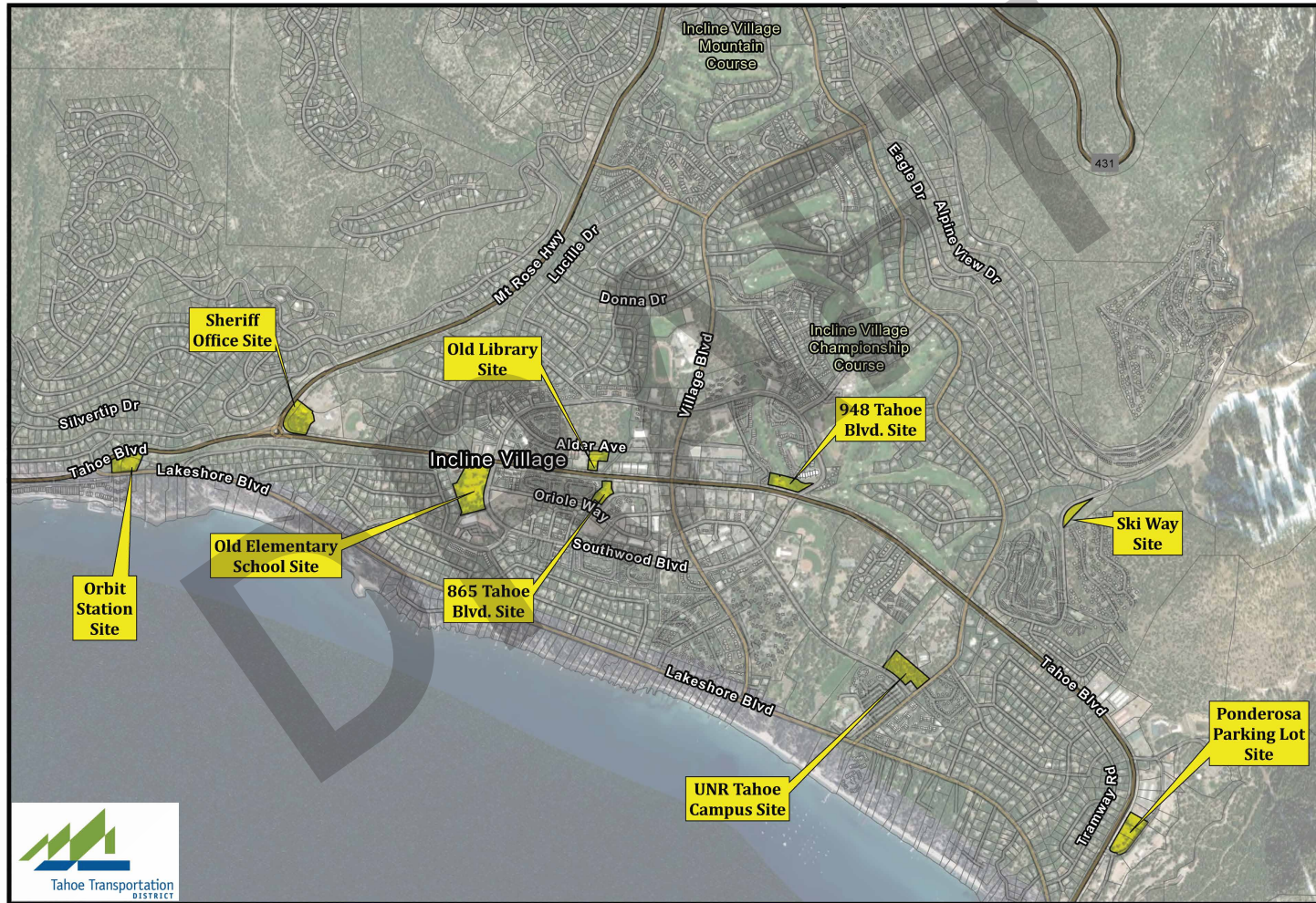
Significant Regional Roads
Carreteras regionales importantes

Future Proposed Mobility Hub Areas
Áreas futuras del centro de movilidad propuestas

- 1** Harrison Mobility Hub
- 2** Heavenly-Boulder Mobility Hub
- 3** Heavenly-California Mobility Hub
- 4** Homewood Mobility Hub
- 5** Incline Mobility Hub
- 6** Meyers Mobility Hub
- 7** Mt. Rose Mobility Hub
- 8** South Y Mobility Hub
- 9** Spooner Mobility Hub
- 10** Squaw Valley Mobility Hub
- 11** Sugar Pine Mobility Hub
- 12** Truckee Transit Center
- 13** Zephyr Mobility Hub

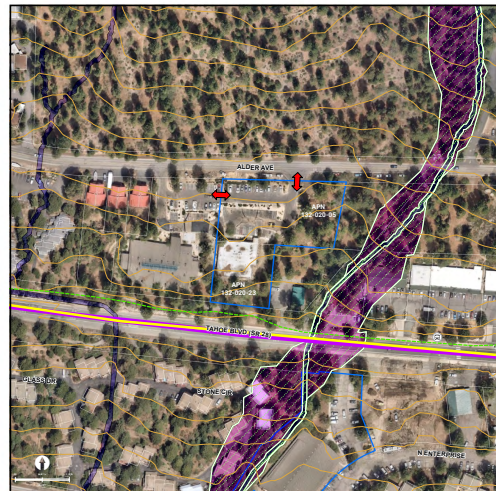


Vicinity Map





SITE 1: Old Library & Orbit Station



Site Constraints Map
Old Library Site
July 2023

Entrance along Alder Ave., and existing parking lot.
Entrada por Alder Ave., y estacionamiento existente.

Existing building and bike path along Tahoe Blvd. (RT 28).
Edificio existente y carril bici a lo largo.

SITE INFO
Total Site: 1.4 Acres
Owner: Incline Village (Public)
Zoning: Incline Village Commercial (TA IVC)
Land Capability Score: 4 - Non-Sensitive Land

Información del sitio:
Sitio total: 1.4 acres
Proprietario: Incline Village (público)
Zonificación: Incline Village Comercial (TA IVC)
Puntuación de capacidad de la tierra: 4 - Tierra no sensible

Legend

- Project Area
- Potential Site Access
- TART Bus Route (year round)
- TTD Bus Route (seasonal/summer)
- Tahoe Bus Stops
- Multi-Use Path
- 5 ft Contours
- Stream Environment Zone - Assessment Unit
- Stream Environment Zones
- Flooded
- Reverine (Confined Channel)

Legend:

- Área del proyecto
- Acceso potencial al sitio
- Rutas de autobús TART (todo el año)
- Rutas de autobuses TART (temporales/verano)
- Paradas de autobuses en Tahoe
- Caminos de usos múltiples
- Contornos de 5 pies
- Zona de entorno de arroyo - Unidad de evaluación
- Zonas de entorno de flujo
- Bolsones
- Eluvial (Canal Confinado)



Site Constraints Map
Orbit Station Site
July 2023

Site from Tahoe Blvd. (SR 28). Existing parking lot/bike path.
Sitio de Tahoe Blvd. (SR 28). Estacionamiento existente / comienzo del sendero.

Bike path south of Lakeshore Blvd., and vacant structures on site.
Carril para bicicletas al sur de Lakeshore Blvd., y estructuras vacantes en el sitio.

SITE INFO
Total Site: 2.5 Acres (1.4 acres ROW & 1.1 acres private parcel)
Owner: Village Springs LLC (Private) and ROW
Zoning: Crystal Bay Condominiums (TA CBC)
Land Capability Score: 4 - Non-Sensitive Land

Información del sitio:
Sitio total: 2.5 acres (1.4 acres y 1.1 acres privados)
Proprietario: Village Springs LLC (Privado) y ROW
Zonificación: Crystal Bay Condominiums (TA CBC)
Puntuación de capacidad de la tierra: 4 - Tierra no sensible

Legend

- Project Area
- Potential Site Access
- TART Bus Route (year round)
- TTD Bus Route (seasonal/summer)
- Tahoe Bus Stops
- Multi-Use Path
- 5 ft Contours
- Stream Environment Zone - Assessment Unit
- Stream Environment Zones
- Flooded
- Lacustrine (Lake Tahoe Beaches)
- Lacustrine (Lakes and Ponds)
- Reverine (Confined Channel)
- FEMA Flood Zones
- Zone A

Legend:

- Área del proyecto
- Acceso potencial al sitio
- Rutas de autobús TART (todo el año)
- Rutas de autobuses TART (temporales/verano)
- Paradas de autobuses en Tahoe
- Caminos de usos múltiples
- Contornos de 5 pies
- Zona de entorno de arroyo - Unidad de evaluación
- Zonas de entorno de flujo
- Bolsones
- Eluvial (Canal Confinado)

Criteria Criterios	Score Puntaje
Transit System Sistema de tránsito	
Transit Propensity Propensión al Tránsito	
Recreational/Key Access Puntuación de acceso a destinos recreativos/clave	
Walkability Caminabilidad	
Bikability Ciclistas	
Road Safety Carretera segura	
Property Size Tamaño de la propiedad	
Land Ownership Propiedad de la tierra	
Land Zoning Zonificación de la tierra	
Site Access El acceso al sitio	
Environmental Constraints Limitaciones ambientales	
Topography & Land Capability Topografía y Capacidad del Terreno	
Access to Existing Infrastructure Acceso a la infraestructura existente	
Total	



Site Score Comparison

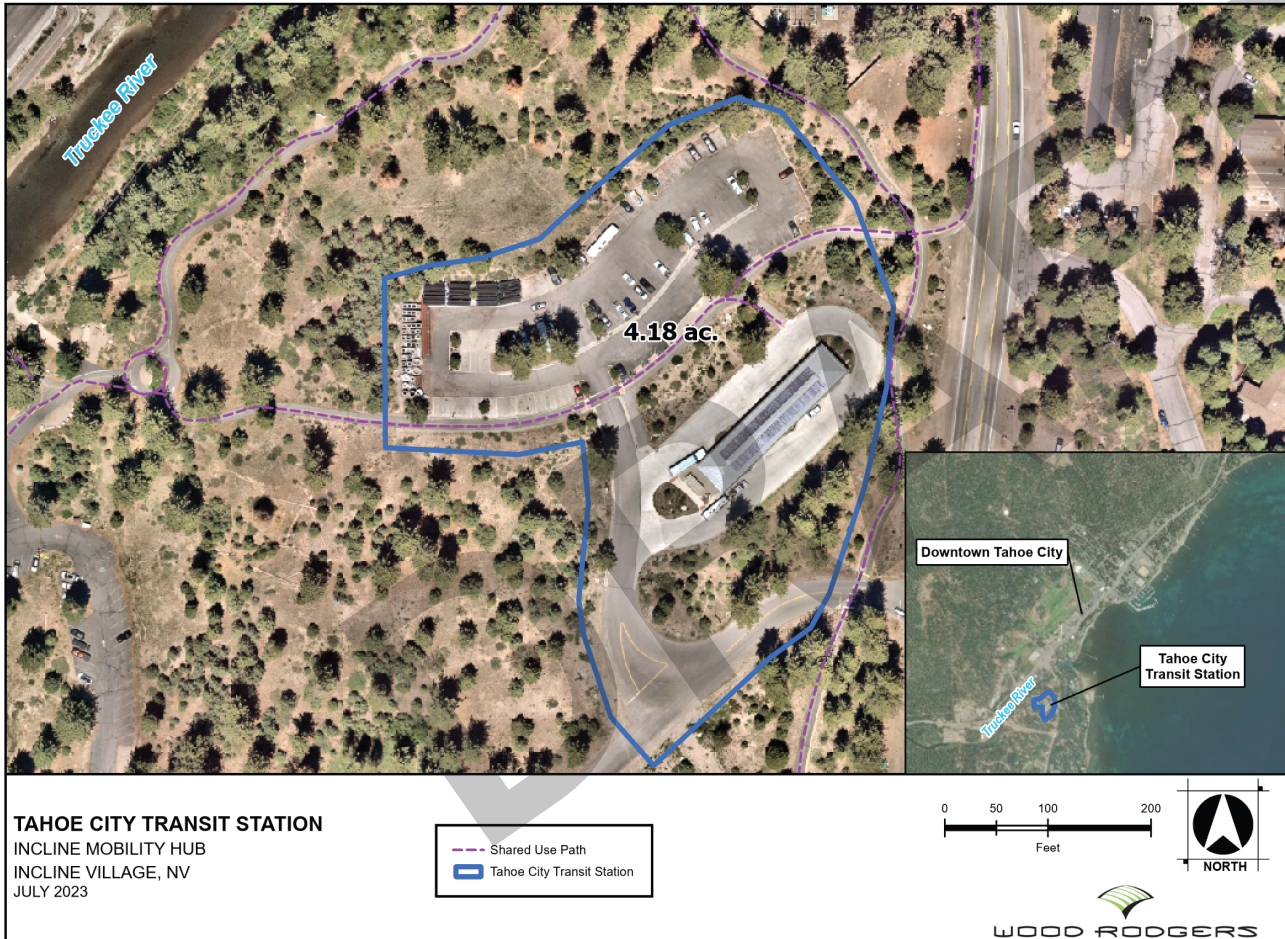
Criteria Criterios	Old Library & Orbit*	Old Library & Sheriff*	Sheriff & Orbit*	Old Elementary School	Pondrosa Parking	UNR Tahoe Campus	Ski Way	948 Tahoe Blvd.	865 Tahoe Blvd.	Tahoe City Transit Ctr.	SCORE NOTES	ANOTAR NOTAS
Transit System Sistema de tránsito											1 - No transit access 3 - Transit within 1/4 mile 5 - Direct access to transit	1 - Sin acceso de tránsito 3 - Tránsito dentro de 1/4 de milla 5 - Acceso directo al tránsito
Transit Propensity Propensión al Tránsito											1 - Not near services/housing 3 - Within 1/4 mile of services/housing 5 - Within town center	1 - Not near services/housing 3 - Within 1/4 mile of services/housing 5 - Within town center
Recreational/Key Access Puntuación de acceso a destinos recreativos/clave											1 - No recreation or town center access 3 - Multiuse path/direct connection to recreation or other key destination 5 - Direct access to recreation and/or town center	1 - No cerca de servicios/vivienda 3 - Dentro de 1/4 de milla de servicios/vivienda 5 - Dentro del centro de la ciudad
Walkability Caminabilidad											1 - No pedestrian facilities nearby 3 - Some pedestrian facilities with minor gaps 5 - Direct access to pedestrian facility with connectivity to nearby services/housing	1 - No pedestrian facilities nearby 3 - Some pedestrian facilities with minor gaps 5 - Direct access to pedestrian facility with connectivity to nearby services/housing
Bikability Ciclistas											1 - No bike facilities nearby 3 - Some bike facilities with minor gaps 5 - Direct access to bike facility with connectivity to nearby services/housing	1 - No hay instalaciones para peatones cerca 3 - Algunas instalaciones peatonales con desvíos menores 5 - Acceso directo a la instalación peatonal con conectividad a servicios/viviendas cercanas
Road Safety Carretera segura											1 - 20+ injury, or more than one fatal crash 3 - 10+ injury, no more than 1 fatal 5 - Fewer than 5 injury, no fatal (Based on NDOT 2016-2020)	1 - Más de 20 lesiones o más de un accidente fatal 3 - Más de 10 lesiones, no más de 1 fatal 5 - Menos de 5 lesiones, ninguna fatal (Basado en NDOT 2016-2020)
Property Size Tamaño de la propiedad											1 - Less than 2 acres; 2 - 2.5 acres 3 - 3 acres; 4 - 3.5 acres 5 - 4+ acres	1 - Menos de 2 acres; 2 - 2.5 acres 3 - 3 acres; 4 - 3.5 acres 5 - 4+ acres
Land Ownership Propiedad de la tierra											1 - Private not for sale; 2 - private/listed 3 - Public in-use; 4 - public limited- use 5 - No acquisition required	1 - Privado no en venta; 2 - privado/listado 3 - Público en uso; 4 - público de uso limitado 5 - No se requiere adquisición
Land Zoning Zonificación de la tierra											1 - Not permitted 3 - Permitted with special-use permit 5 - Allowed by right	1 - No permitido 3 - Permitted con permiso de uso especial 5 - Permitted por derecho
Site Access El acceso al sitio											1 - Single point of access, no direct access to collector or higher roadway; 3 - two points of access, only once access to collector or higher roadway; 5 - two points of access to a collector or higher roadway	1 - Punto de acceso único, sin acceso directo al colector o calzada más alta; 3 - dos puntos de acceso, solo una vez acceso a colector o calzada superior; 5 - dos puntos de acceso a un colector o calzada superior
Environmental Constraints Limitaciones ambientales											1 - Over 50% site encompassed by environmental constraint; 3 - Less than 25% encompassed by environmental constraint; 5 - No environmental constraints	1 - Over 50% site encompassed by environmental constraint; 3 - Less than 25% encompassed by environmental constraint; 5 - No environmental constraints
Topography & Land Capability Topografía y Capacidad del Terreno											1 - Over 50% Site encompassed by steep slopes/ sensitive land area; 3 - less than 25% encompassed by steep slopes or sensitive lands 5 - no steep slopes and no sensitive lands	1 - Más del 50 % del sitio abarcado por restricción; 3 - Menos del 25% comprendido por restricción ambiental; 5 - Sin restricciones ambientales
Access to Existing Infrastructure Acceso a la infraestructura existente											1 - no adjacent utilities 3 - utilities close by 5 - direct access to existing utilities	1 - sin servicios públicos adyacentes 3 - servicios cerca 5 - acceso directo a los servicios públicos existentes
Total												

Criteria Notes:
 Transit System Score: Based on proximity to existing and planned transit routes from TART/TTD and the Washoe County Tahoe Area Plan (WC-TAP) Map 3.2 Envisioned Transit Services
 Transit Propensity Score: Based on proximity to services identified in WC-TAP Map 3.3 Local Transportation Map
 Recreational Access Score: Based on proximity to services identified in the WC-TAP Map 5.2 Recreational Opportunities Plan
 Key Destination Score: Based on proximity to Town Centers and Tourist Centers as identified in the WC-TAP Map 2.7 Town Center Locations
 Walkability Score: Based on access to existing services and those identified in WC-TAP Map 3.3 Local Transportation Map
 Bikeability Score: Based on access to existing services and those identified in WC-TAP Map 3.3 Local Transportation Map
 Topography and Land Capability Score: Capability score based on the site as identified in the WC-TAP Map 4.2 Land Capability Map for the Plan Area
 *Combined Sites: Average of the two, except environmental and topographic constraints, crashes, and land ownership are the lowest of the two sites

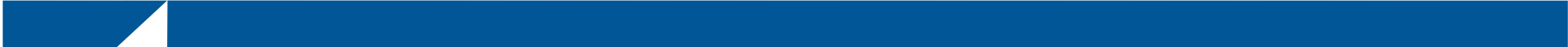
Notas sobre los criterios:
 Puntaje del sistema de tránsito: Basado en la proximidad a las rutas de tránsito existentes y planificadas de TART/TTD y el Plan del Área de Tahoe del condado de Washoe (WC-TAP) Mapa 3.2 Servicios de tránsito previstos
 Puntaje de propensión al transporte público: basado en la proximidad a los servicios identificados en el Mapa 3.3 de WC-TAP Mapa de transporte local
 Puntaje de Acceso Recreativo: Basado en la proximidad a los servicios identificados en el Plan de Oportunidades Recreativas del Mapa 5.2 de WC-TAP
 Puntaje clave de destino: basado en la proximidad a los centros urbanos y los centros turísticos identificados en el Mapa WC-TAP 2.7 Ubicaciones de los centros urbanos
 Puntaje de accesibilidad para peatones: Basado en el acceso a los servicios existentes y aquellos identificados en el Mapa 3.3 de WC-TAP Mapa de transporte local
 Puntaje de Ciclistas: Basado en el acceso a los servicios existentes y aquellos identificados en el Mapa WC-TAP 3.3 Mapa de Transporte Local
 Puntaje de topografía y capacidad de la tierra: Puntaje de capacidad basado en el sitio como se identifica en el Mapa WC-TAP 4.2 Mapa de capacidad de la tierra para el área del plan
 *Sitios combinados: el promedio de los dos, excepto las restricciones ambientales y topográficas, los choques y la propiedad de la tierra son los más bajos de los dos sitios



Mobility Hub Example: Tahoe City



Criteria Criterios	Score Puntaje
Transit System Sistema de tránsito	
Transit Propensity Propensión al Tránsito	
Recreational/Key Access Puntuación de acceso a destinos recreativos/clave	
Walkability Caminabilidad	
Bikability Ciclistas	
Road Safety Carretera segura	
Property Size Tamaño de la propiedad	
Land Ownership Propiedad de la tierra	
Land Zoning Zonificación de la tierra	
Site Access El acceso al sitio	
Environmental Constraints Limitaciones ambientales	
Topography & Land Capability Topografía y Capacidad del Terreno	
Access to Existing Infrastructure Acceso a la infraestructura existente	
Total	



TTD Incline Village Mobility Hub Open House Planning Schedule



Open House Date: Monday, August 14, 2023

Time: 4:30 – 7:00 p.m.

Location: Parasol Community Center

Open House Purpose and Goal:

The purpose of this open house is to present the community with possible and suitable sites determined by the amenity feedback gathered from the workshop and from the public questionnaire. Attendees will be able to view and understand the scoring criteria used to evaluate each site.

The goal of this open house is to gather feedback from the community on the potential sites including which ones they prefer over others, and why. Information gathered from this open house will be documented in the Concept and Site Assessment Report developed by the consultant team for TTD use.

Schedule of Events:

Prior to Open House: Notifications

- Website updated with meeting information by July 28
- Newspaper advertisements ran Sunday, August 6 and Sunday, August 13
- Social media posts through TTD, week before, day before and day-of
- Press release distributed August 10

Day-of Workshop

- 2:30 p.m. – Consultant staff arrives early for room set-up
- 4:30 p.m. – Open House begins
 - Boards displayed around the room with TTD and consultant staff stationed at areas to answer questions and assist open house attendees with submitting feedback
 - Tables with chairs provided in the center of the room for attendees to use
 - Comment box located at check-in to submit comments/feedback
 - Spanish translator available
 - **Open House will not include a presentation and will not provide a formal Q&A or open public comment session**
- 7:00 p.m. – Open House concludes and consultant staff begins take-down